

Series I
Correspondence,
1932-1973

Box 1, Folder 17

April 16, 1944 –
June 13, 1944

Frame: 0578

U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

16 April 1944.

Dear McCool:

This is merely a letter to ask for a little help. When the Minneapolis first arrived in Pearl last September, I was informed that there was a shortage of Electrician Mates - of competent Electrician Mates - on board ships of the fleet and particularly on board the Minneapolis. I told the Engineer Officer that the smart thing to do then would be to send about a half dozen competent electrical ratings, or strikers, to some place where they could get special and helpful training. The Engineer Officer was reluctant to do this because he felt that he would be even shorter than he was. However, I was able to reassure him on this point as having been the Electrical Officer on the battleship Maryland, I had done the same thing in training my electrical personnel with most satisfactory results.

I went up and saw Admiral Tisdale about this and told him that I planned to put these men to work on that special Navy repair gang which worked out of the Navy Yard. Admiral Tisdale asked me not to do it that way but to put them on the Cascade. He said that the Cascade would appreciate the loan of these men very much and that he personally would appreciate it if I would do this. So I did.

We received a letter here the other day from one of the men who is now on the Cascade, and this man suggested that we get him back as the Cascade was making every effort to hold him and the others.

I addressed two special communications from Majuro to the Commanding Officer of the Cascade, requesting the immediate return of my men as I now needed them. Frankly, we have needed them all the time as we have been short-handed from the beginning, but we were willing to forgo asking for them until they were suitably trained. As a matter of interest, I have heard absolutely nothing from the Captain of the Cascade in reply to my communications and I do not know why.

You know the movements of the Minneapolis and the Cascade. I request that the Captain of the Cascade be directed to transfer those men immediately to the Minneapolis when we appear within suitable range. It must be remembered that these men belong to the Minneapolis and were loaned to the Cascade at the request of Commander Destroyers and of the Cascade. Should these men not be returned, there would be a definite breach of faith which would have an effect far beyond any gain in personnel. If necessary, will you ask Admiral Kaufman to see that the proper directive goes out to the Commanding Officer of the Cascade?

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

I might add that everything has gone along very well to date. I hope that you and yours are fine and that the station wagon is behaving properly.

With best regards to the staff , I am,

Very sincerely,

R.W. BATES,
Captain, U.S. Navy.

Captain R.G. McCool, USN,
c/o Commander Cruisers, Pacific Fleet,
c/o Fleet Post Office,
San Francisco, California.

0581

U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

15 May 1944

Dear Dick:

I understand that about the time you receive this letter you will have achieved your desire and will have received your wings as a qualified Army pilot. I know that you are delighted at your success in passing through this most difficult course and I know that your father and mother, relatives and friends are all extremely pleased with your accomplishments. I think that more people realize now that the "attainment of wings" is not an easy task, but is, on the contrary, most difficult and requires not only physical perfection but a considerable amount of brain matter.

Your father has written me to say that you have volunteered for night flying. I admire your courage. Night flying is in its infancy, no matter what anyone may tell you, and there is a broad field in it, but only in the combat service. The reason for this is, of course, that in night flying - that is night combat flying - one of the greatest requisites is ability to see a reasonable distance. Very few people like to play around in the dark. God gave them eyes to see with and, therefore, they go into day flying only. I think the time is coming when the eyes won't be quite so important because of the improvement in instruments, but history has always shown that, at long last, the eye is the most effective.

We find this so at sea with the fleet. We have wonderful instruments, many of which you have been told about, yet, in the end, the eye makes the final decision and if the man in charge of the ship, whom we call the Officer-of-the-Deck, is not alert a serious collision may result during darkness or during fog. Let no one endeavor to convince you otherwise! I have studied many of these features for quite a long time and I have, at the present moment, one design for night work with planes which may be quite useful. What I am telling you here is not new to me. It is not the result of a lack of thinking, but is, instead, the result of sober reflection and practice over a number of years. I am not trying to frighten you about night flying. It is going to be used more and more by both sides in this war, and the British night fliers are, I think, largely responsible for the defeat of the German Air Force in the battle of Britain three or more years ago. What I am endeavoring to bring home to you is the fact that you are in a very special field, one which is very young and where there is marked room for improvement. Now that you are in it, you must rely on your instruments as much as is humanly possible, but you must always remember that in the final reckoning the man makes the difference.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

"It is hard for me to believe that my young carefree nephew has now reached manhood and that he is now qualified to take his place in battle with the many others who have preceded him. It is even harder for his parents to believe this, and he must recognize this fact and make due allowance for it. He will find a tendency, even as he gets more and more responsible, for his parents to still continue to guide his path. Let him listen to them with interest because they have more thoughts of him than anyone else. Let him be thoughtful, courteous and respectful, not only to his parents and relatives, but also to all others with whom he comes into contact so that all that may be said of him will be worthy.

"And lastly, I hope that this young nephew of mine will not get the sudden idea that he should be married. That is a strange philosophy which fills many a young mind these days. Young men forget that the war may be over in several or more years - that the Army or Navy will be greatly diminished and that, of the young men now in it, a great number will be returned to civilian life. Most of them forget this fact and forget that the comfortable sum of money that they are receiving now monthly will no longer come in. They must fight their way in the civilian world for success. What a blow this will be to many young women who have married a uniform. It may be possible for many of them to remain in the service but who the lucky ones will be time alone will tell."

Let me congratulate you once again upon the successful outcome of your efforts and let me wish you all the happiness and success as a "birdman" of the Army of the United States.

As ever,

Your affectionate uncle,

R.W. HATES,
Captain, U.S. Navy.

Aviation Cadet Richard J. Bates,
United States Army Air Corps,
2756 10th Avenue,
Sacramento, California.

0583

U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

16 May 1944

Dear Admiral "Soc":

Thanks very much for the information contained in your memorandum of 9 May. Very frankly what you indicated therein is rather far from what I had hoped would be the case but, as no good planner arrives at a Decision without all the facts, I plan to withhold my own opinion until I am more informed than I am at present.

I am sorry that you felt that I had not boosted the Minneapolis enough in my letter to you. I had not felt that I should have to because as you are Chief of Staff, I naturally thought that you were quite familiar with her splendid performances and, even though I say so, her record speaks for itself. However, one Captain of a CA here said two days ago, "that the Minneapolis was the example for all the heavies; that she was smart in what she did; that when we anchored down came boats, booms and gangways at the same time; that her sidesweepers were over immediately; that she could shoot and everything else." Admiral Giffin wrote in my record in part, "commands a smart, hard shooting ship always to the front in action". Admiral Joy, inspecting only today, was extremely complimentary about the shape of the ship in materiel and personnel. The inspection that he gave was a sort of surprise as the fact that it was to occur was only known yesterday. I personally believe that the Minneapolis has much higher morale than the other ships, and is much cleaner than the others. If you will look at the record I think you will find that when the Minneapolis left the west coast she left behind about 27 men, and that was after I had been in command about a month and a half, and had instituted vigorous work hours and heavy inspections to insure that when she went to sea she would be fit to meet the enemy. This naturally meant a considerable reduction in liberty hours. It is my understanding that most other ships left behind great numbers such as the New Orleans with about 112, for which Sam Shumaker was in no way responsible, the Baltimore with about 160, and the San Francisco with some untold number. As a matter of interest, Admiral Tisdale told me that our record in this regard excelled that of most destroyers and was most commendable.

When the Minneapolis left the Navy Yard she had a new Captain, a new Executive, a new Gunnery Officer, a new First Lieutenant, a new Medical Officer, a new Supply Officer, a new Chaplain, and about 50% new younger officers and crew. A very heavy percentage of the battle trained personnel had been detached and replaced by "boots". In fact the detail officer apologized for looting her. Yet by hard work she got good and, within two weeks, had engaged in the operation at Wake most successfully.

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U. S. S. MINNEAPOLIS

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

My officers at first said that I was tough. They always do - at first - but later they change their minds. This is because naval officers do not like to think and because the Naval Academy system does not invite thinking. I endeavor to make them think. I endeavor to make them be thorough. I endeavor to make them use their brains. I find that this system brings dividends in markedly improved performances. Strange as it may seem to you I got part of this system from you when I was your J.O. on the "Mary". Do you remember how you made me locate every valve and meter and explain what its "function" was? And do you remember the notebook that I had to turn in? Well you helped build up my conception of how officers should be trained. That this conception is true has been proven by the results of every job I have had. My last ship was the Clark. When I took command she was unsatisfactory in both gunnery and engineering. Well I won the gunnery trophy, took first prize in torpedoes (high score for the year), took second prize, red E in engineering, and was commended by the Board of Inspection and Survey (only 2 out of 80 ships were so commended).

My officers, in after life, are usually my best friends because they have learned that I had helped them. Recently two of my commanders, who were detached here, boosted me very strongly on the West Coast and one, on his arrival on the East Coast, went in and gave me a very strong boost to Admiral Kalbfus. So in view of all of this I feel that my methods are working, and in this my officers agree. One of my lieutenants said yesterday, "Captain, your methods certainly bring results."

The same thing happened at the War College. For information along this line I refer you to Admiral Pye or Admiral Kalbfus. My nickname was "Uncle Rafe" and "Mr Chips" after the book "Goodbye Mr. Chips". Admiral Pye told me that he didn't know of anyone that could do as good a job as I was doing. He requested that my orders to sea duty be delayed for six months. This was in April of last year. Fortunately the Navy Department refused his request, so I got to go to sea on my good ship "Minnie" at long last.

I don't see why I should have gone to such length in this letter to you but it seemed to me, from your letter, that you wanted me to blow my horn a little bit so I have done so. Needless to say, what I have said here is all true. It is the record.

I hope that all of you and your hard working crew there are well and thriving. Heaven only knows the labor you go through and the heavy responsibility you bear, but it must bring you satisfaction because the public knows of your success. You have been quite wonderful and all of us are proud to have helped carry the banner which you have so bravely unfurled.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

I have tried out here, through the Action Reports, to convey to you and to the other planners some of the ideas which seem to fit the picture from the bridge of the Minneapolis. How useful these ideas have been I do not know. Hill, Keliher and others, including Admiral Kauffman, have told me that they were very valuable. I sincerely hope so.

And lastly, let me reaffirm the fact that the Minneapolis is the best that there is in all ways. I should have preferred that you would hear this from others rather than from me, but you have asked and here it is.

With many thanks for your kindness and interest in my behalf, and with warmest regards to everyone, I am as ever,

Your old shipmate,

R.W. BATES,
Captain, U.S. Navy.

Rear Admiral C.H. McMorris, USN,
Staff of Commander Pacific Fleet,
c/o Fleet Post Office,
San Francisco, California.

0586

U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

17 May 1944

MEMORANDUM FOR: Captain J.M. KELIHER, USN.

I am enclosing herein a memorandum submitted by my people who went on board your ship. This memorandum contains some ideas which you may find valuable. It does not contain everything that I was told but it is probably better that it should not.

I hope that this memorandum will satisfy your craving for this information on your C.I.C. I think that in view of our experience of two years and in view of the high commendation that we have received from Commander Cruisers, that perhaps the comments made herein will be quite valuable.

Your arrangement is quite different from any other. It is naturally your own business and if you are satisfied with it, who else has anything to say? We feel, however, as you can see, that you should have a DRT in your Ship's Plot and that the layout needs rearranging. This is the phase that we went through several times before we finally arrived at our present setup.

With best regards to you and with hopes that your cruise will be highly successful, and I see no reason why it shouldn't, I am as ever,

Your old shipmate,

R.W. BATES,
Captain, U.S. Navy,
Commanding.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

1. The INDIANA C.I.C. was observed by the Radar Officer and C.I.C. Officer of the MINNEAPOLIS recently. No opportunity was offered to observe the subject C.I.C. in operation with plotting teams and other personnel in normal operation performing their various duties. Therefore, the MINNEAPOLIS observers do not feel qualified to offer any direct criticism of the actual operation of the INDIANA C.I.C. However, certain definite impressions were obtained. This report is, therefore, based on the impressions made by the layout observed as well as from conversations with various radar and C.I.C. personnel. It is hoped that the criticisms now offered will be accepted as "constructive" for they are made with only the "constructive" aim in mind.

2. It is believed, after examining the INDIANA C.I.C., that the arrangement of polar coordinate plotting tables, DRT, radar control units, and communication facilities does not conform with the requirements for full utility of such equipment. It is difficult to visualize the Evaluator operating with maximum effectiveness with the DRT and polar coordinate plotting facilities located as they are. The present arrangement of plotting tables deprives the Evaluator of viewing at a glance all plots as they are developed in their associated aspects. It is felt that the DRT should be located nearer the air and surface summary polar coordinate plotting tables. If possible, the DRT and aforementioned plotting tables should be arranged in what approaches the "horseshoe" arena as the ultimate. After nearly two years of experimenting with other arrangements of plotting equipment it is pretty well agreed that the "horseshoe" arena offers maximum effective employment of plotting equipment. The initial C.I.C. installed in the MINNEAPOLIS did not have the plotting equipment arranged for maximum utility. Rearrangement of this equipment into what approached a "horseshoe" arena offset the operating disadvantages experienced in the old arrangement.

3. The problem of C.I.C. and Flag Plot both utilizing the single DRT in harmony and with full effectiveness should be considered. The requirements of C.I.C. and Flag Plot in the use of the DRT are very often different. Flag Plot may require the DRT plot of certain targets which may be entirely different from those required of the C.I.C. to develop for the ship itself. Using well-trained plotters, the experience of the MINNEAPOLIS C.I.C. has been that not more than three targets can be plotted effectively on a single DRT. An additional DRT to carry the load of additional plots required by Flag Plot is a definite advantage. In the MINNEAPOLIS, Flag Plot is not adjoining C.I.C., but is located in the forward superstructure, two decks above C.I.C. Both Flag Plot and C.I.C. in this ship have a DRT and each station controls an SQ-A radar. While Rear Admiral (now Vice Admiral) R.C. GIFFIN, USN, Commander Cruiser Division Six was embarked in this ship,

ENCLOSURE "A"

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

his staff used the after SG-A radar and developed surface plots to meet their requirements on the DRT in Flag Plot. C.I.C., on the other hand, employed the forward SG-A radar and their own DRT to develop surface plots to meet the ship's gunnery and tactical requirements. This worked very well in this ship. Air plot and other evaluated information developed in C.I.C., and which might assist the Admiral in making tactical decisions, was transmitted to Flag Plot through a Flag Liaison Officer stationed in C.I.C.

4. The MINNEAPOLIS observers were told that the target designation system from the search radars was not generally used in the INDIANA. It was stated that this system had been employed in drills after its installation but it had fallen into disuse. In the MINNEAPOLIS, first results with the target designation system were not convincing. However, after many drills using the new system, it was found to be very effective in the designation of targets, both surface and air, and is so used.

ENCLOSURE "A"

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

24 May 1944

Dear Daniels:

This is just a note to ask what action you desire taken in the situation now developing on the Minneapolis. As you know, several months ago Commander Parker, the Engineer Officer, was detached, and his assistant, Lt. Comdr. Pearson, a Reserve officer, stepped up to Engineer Officer.

About this time Lieutenant Miller, the Assistant Engineer Officer, requested that he be assigned shore duty after many years at sea. I approved this request with the proviso that he must be relieved by an officer of equal rank and experience. To my astonishment we received orders that he was to be relieved by Lieutenant Harry M. Simpson. Lieutenant Simpson, who has just reported on board, states that, although his last duty was that of Executive Officer of a destroyer, he has done engineering duty on several destroyers for several years. He is under orders for June 1945 P.G. course in Naval Construction. It would appear as if there was no comparable rank or experience in this case.

We are now in receipt of orders for a Lieutenant Charles M. Adler, E-V(5), USNR. Of him we know nothing. Can you tell us if he is being sent to this ship to relieve Lieutenant Miller in view of Lieut. Simpson's prospective orders, which will require us to move him through the various engineering divisions and, therefore, will preclude his being Assistant Engineer Officer. Is he of comparable rank and experience, although a Reserve officer?

The Engineer Officer in this ship is coming along slowly. At the present writing he is not so good an Engineer Officer as he was Assistant Engineer Officer. He seems to need considerable help from the Captain and is eager for advice. However, there is little doubt but that, as time goes on and experience in command is gained, he will be found functioning more and more effectively as he is determined to succeed. Meanwhile, he has had the good fortune to have Lieutenant Miller at hand to assist him in the more practical phases of engineering.

For your information, if you have overlooked it in your multifold ^{of} names, I am being detached myself from command of this ship upon the arrival of Captain Harry Slocum. From Captain Slocum's record it is quite possible that he knows little of engineering and, therefore, I am reluctant to drop this load on his neck. My suggestion, therefore, is as follows. "To hold Lieutenant Miller until a competent relief arrives, which I think is your plan also." That competent relief is not Lieutenant Simpson, but may be Lieutenant Adler. All other officers and warrant officers in the Engineer

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

Department are newly made and all are in a state of training. Our oil and water rates have already started to rise and it is for that reason that I have been taking an active interest.

In view of the fact that I will be probably gone before your reply arrives, I request that you reply to Commander Hogle, the Executive Officer, as to what you desire done. Certainly, in view of our coming operations, I do not feel justified in relieving Lieutenant Miller.

Best regards as always,

Very sincerely yours,

R.W. BATES,
Captain, U.S. Navy,
Commanding.

Captain John C. Daniels, USN,
Office of Personnel,
Navy Department,
Washington, 25, D.C.

0591

U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26 May 1944.

Dear Admiral Pye:

This is the last letter I will write to you from the Minneapolis as I will be detached in about two days with orders to report to the Commander in Chief, Pacific Fleet for duty. What my new assignment will be I do not know, but I do know that no matter how wonderful it might be it will never replace the job I am now doing. I can not begin to tell you how thoroughly I have enjoyed commanding the Minneapolis and how sincerely I regret my detachment. I do not know why I am being detached at this time, because the ship has done exceptionally well and I have only been at sea 10½ months. I have been told by the Cruiser Admirals that I have spoken with, such as Oldendorf, Dubose and Joy, that the uniform opinion is one of sincere regret. However, the High Command is running this war and if they feel that I should be detached at this time, I can only reply with a cheery "Aye Aye". The Minneapolis is a very fine ship and the new Captain told me that he has not heard one word from Washington to where we are that was not highly commendatory of our performance to date. So I leave with regret, but with satisfaction that the job, apparently, has been well done.

I want to tell you how much I appreciate your kindness in allowing me, and possibly assisting me, to obtain this command. I know the work you have been doing at the War College and were doing then was very trying, and I know that it was difficult for you to allow your personnel to leave, and yet you did it. For this I shall be ever grateful. I want to say further that I have found my War College education to be very valuable to me, so much so that, after having had Admiral Giffin on here for months, he remarked very strongly on this matter in my fitness report. Education, in my mind, has been sadly neglected and education along Naval and Military lines should commence at the Naval Academy and should be carried out throughout the career of the more competent Naval officers. I feel that the education that I received at the Naval War College has given me an opportunity to appraise the situation in this ocean with confidence and to make recommendations which have born great fruit. I have noted with interest, and shall I say with pride, that whenever the Minneapolis arrived where the Big Staff was, a delegation, usually of the very highest Planners, would come down to consult me. I honestly believe that my recommendations were generally accepted completely. This is something that I could never have done had I not had the privilege of being educated in the great institution which you command.

The two highlights of my Naval career, I think, were my cruise at the War College and my cruise on the Minneapolis, because both of them are the Navy at its best. What the future holds in store for me I do not

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26 May 1944

know but I say again, whatever it may be it can never improve over the happiness I experienced during the past few years in studying and fighting the war along sound lines. I have lots to say which I wish I could tell you but I can not do so in this letter, and must put that aside until sometime when I may do so with safety.

May I express to you and to Mrs. Pye my appreciation of all of your kindnesses and courtesies to me, and now I say "aloha" to you from the good ship Minneapolis. With Deep Affection, I am

Very sincerely yours,

R.W. BATES,
Captain, U.S. Navy.

Rear Admiral William S. Pye, USN,
U.S. Naval War College,
Newport, Rhode Island.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26 May 1944.

American Society of Naval Engineers,
Bureau of Ships,
Navy Department,
Washington, 25, D.C.

Gentlemen:

Please change my address to c/o Commander in Chief, Pacific
Fleet, c/o Fleet Post Office, San Francisco, California.

Very truly yours,

E.W. BATES,
Captain, U.S. Navy.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26 May 1944.

Time Magazine,
Circulation Manager,
Honolulu, T.H.

Gentlemen:

Please change my address to c/o Commander in Chief, Pacific
Fleet, c/o Fleet Post Office, San Francisco, California.

Very truly yours

R.W. BATES,
Captain, U. S. Navy.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO. CALIFORNIA

26 May 1944.

The United States News,
Executive Offices,
2201 M. Street, N.W.,
Washington 7, D.C.

Gentlemen:

Please change my address to c/o Commander in Chief, Pacific
Fleet, c/o Fleet Post Office, San Francisco, California.

Very truly yours,

R.W. BATES,
Captain, U.S. Navy.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26 May 1944.

National Geographic Society,
Washington, D.C.

Gentlemen:

Please change my address to c/o Commander in Chief, Pacific
Fleet, c/o Fleet Post Office, San Francisco, California.

Very truly yours,

R.W. BATES,
Captain, U.S. Navy.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26 May 1944.

American Trust Company,
Park Street,
Alameda, California.

Gentlemen:

Please change my address to c/o Commander in Chief, Pacific
Fleet, c/o Fleet Post Office, San Francisco, California.

Very truly yours,

R.W. BATES,
Captain, U.S. Navy.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26 May 1944

Dear Admiral:

You may be surprised to hear that I am being detached with orders to report to Commander in Chief, Pacific for duty. What it is all about I do not know and have no way of finding out. I wrote to the Chief of Staff and he told me that they had something in view for me and had requested that a very few able Captains be assigned to CinCPac for duty, but I understand now that the plan has fallen through. Meanwhile, in order to be available for this new assignment, I have been detached. I can not say I am pleased about it. The Minneapolis is a fine ship with a fine crew, all of whom have worked hard to get into tiptop combat status. We received an Admiral's inspection the other day and the Admiral could not have been more complimentary. We received a damage control inspection two days ago and the Inspecting Board likewise could not have been more complimentary. We have recently done some particularly difficult target firing at rather long ranges and the Admiral was quite impressed with what we accomplished. So I feel that the Minneapolis is ready for war even more so than she has ever been and, therefore, it is with extreme regret that I give up command.

My relief is on board now and he tells me that the Minneapolis has obtained a very remarkable reputation in recent months. I told him that I was overjoyed to hear this because we at sea never knew what other people might be saying about us, no matter how capable we might be, or how well we had performed our duty.

In leaving this command I want to say to you that I have been successful as a Captain in a great part because of the education that I received at the Naval War College. I found myself able to make Decisions and to train officers to make them also. Let me quote in part from a letter that one of my officers, who has been detached, wrote to me just the other day. "Now that I am to be a Navigator I am even more grateful than before for the many fine lessons that you taught me about ship handling, bridge conduct and the development of military character. I feel that my time spent under you was the most beneficial in my entire career. I am deeply appreciative of your many kindnesses and considerations." This was from a Commander McIver - not the one who saw you - so you can see that my officers appear to appreciate the fact that their Captain was suitably educated and suitably trained along sound lines. I do not believe that I could ever have received such a letter from one of my officers had it not been for my privilege of serving in the War College and on the Staff.

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U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

26 May 1944

For that I am extremely grateful to you. You know what I think of you, and I think that what I believe is what most intelligent officers believe, to wit, that the Navy owes you a great debt of gratitude for the devoted manner in which you spent so many years in endeavoring to educate naval officers along sound lines, so that in war their Decisions and their actions might be worthy of their Nation.

I have never enjoyed duty ashore more than I did at the War College and I have never enjoyed duty at sea more than I have on this ship. The Minnie is my, shall I say, my "baby", and I leave her with enormous regret. Nothing will ever replace her no matter what it may be!

With warmest regards to you and to Mrs. Kalbfus, and with assurance of my everlasting affection, I am,

Very sincerely yours,

R.W. BATES,
Captain, U.S. Navy.

Admiral Edward C. Kalbfus, USN,
General Board,
Navy Department,
Washington, D.C.

0600

CA36/ P17-1/00
Serial: 167

(10-hn)

U. S. S. MINNEAPOLIS
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

29 May 1944

From: Captain Richard W. BATES, U.S. Navy, (9027).
To : The Chief of Naval Operations.
Via : (1) Commander Cruiser Division SIX.
(2) Commander Cruisers, Pacific Fleet.
Subject: Relieving of Command, U.S.S. MINNEAPOLIS (CA36).
References: (a) Article 824, U.S. Navy Regulations, 1920.
(b) BuPers orders to Captain R.W. BATES, USN.
(c) BuPers orders to Captain H.B. SLOCUM, USN.

1. In accordance with reference (a), I have to report having been relieved of the command of the U.S.S. MINNEAPOLIS by Captain Harry B. SLOCUM, U.S. Navy, in compliance with references (b) and (c).

2. A thorough inspection of the U.S.S. MINNEAPOLIS has been made by me in company with my relief.

3. The crew was exercised at battle station, fire quarters, collision, and mustered at stations for abandon ship.

4. The following defects were pointed out to my relief, and accounted for as indicated:

- (a) The Waterbury gear of the port steering unit is not operating satisfactorily. Material has been provided by Commander Service Force to make repairs during ship's next navy yard availability.

R.W. BATES.

On inspection of the U.S.S. MINNEAPOLIS I found conditions as reported above.

H.B. SLOCUM.

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UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

13 June 1944.

Dear Colonel Curry:

I received your letter relative to my comments on absenteeism with a great deal of pleasure because it showed me that intelligent comments are read carefully by competent personnel. That is gratifying to say the least.

As you can see from the address, I am no longer in command of the MINNEAPOLIS but am, instead, here at the Headquarters of the Commander-in-Chief, Pacific. Therefore I have found it necessary to communicate with my former command, which accounts for the delay in replying.

I have received now from the MINNEAPOLIS copies of the action on 4 of our overleave personnel and you can judge for yourself as to whether the punishment is uniform. Note the case of David O. Box, HALE, U.S. Navy in particular.

I have also received a forwarding letter from my former Marine officer Captain R. E. Myers, USMCR, which states in part

"The Marine private referred to was Joseph P. King, private, U.S.M.C.R., who went A.O.L. from the ship on 18 August, 1943. On 20 August, 1943, he was reduced from the grade of private first class to that of private for reason of A.O.L. and transferred by staff returns to the Marine Barracks, Navy Yard, Mare Island, California. Last December one of the men in the Detachment received a letter from him showing his rank as corporal. This letter has since been destroyed, so the complete address is unavailable. How he jumped from private to corporal he did not say in his letter.

"For the Captain's information I have received information that, Private Eddie Molino who was transferred to the 5th Amphibious Corps last March has been sent back to the States, given thirty days leave, and promoted to private first class. Private Molino is the Marine that went A.O.L. last August, reported in in Chicago, and was sent back to the ship. He was later given a Summary Court Martial and sentenced to thirty days solitary confinement on bread and water, which he served in the Marine Brig, Navy No. 128."

I hope that this is the information which you desire and, if it isn't, another letter to me may bring out further information.

Your comments concerning desertions not materially increasing despite increase in the Marine Corps, even tho you deferred execution of entire sentences, were noted with interest. Frankly I think that your great deterrent was not so

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UNITED STATES PACIFIC FLEET
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much the General Court Martial, as it was the policy that anyone going A.O.L. or A.W.O.L. would automatically be immediately sent on combat service. Many of our young men are reluctant to get into combat and a threat of combat service might well keep them in line. Therefore I feel that it would be unwise to charge the increase in desertions now appearing to your change in policy. I feel that your new policy is correct but is unfortunately competing with the fact that the war is accelerating in tempo and the casualty lists are rising; with the resulting increase in desertions from the less hardy boys who are going to keep out if they can, no matter what the punishment.

With best regards and thanks for your interest in my letter I am.

Yours sincerely,

R. W. Bates,
Captain, U.S. Navy.

Colonel J. E. Curry
Headquarters U. S. Marine Corps
Washington 25, D.C.

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